



▲ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

JOINT SEAL SYSTEM

2 LAYERS FELT PAPER

CONCRETE APPROACH

1'-0"

1'-0"

3"

1'-3"

1'-3"

3'-0"

BARS L490 @ 1'-0" C.C.

BARS A692 (TYP.)

2'-2"

LENGTH

BARS A

BARS B490E  
(MEDIAN BARRIER)  
TOTAL LENGTH = 2'-8"

1'-0" B

6" A

1'-5" B

6" C

2'-7 1/4" A

ALTERNATE SECTION D - D  
(CONCRETE APPROACH)

☆ OMIT BARS H490 & 2 BARS A692 WHEN  
USING THIS ALTERNATE SECTION D - D.

BARS H490  
TOTAL LENGTH = 3'-4"

BARS L490  
TOTAL LENGTH = 7'-6 1/2"

1. QUANTITIES FOR CLASS 'A' CONCRETE, REGULAR AND EPOXY COATED REINFORCING STEEL (WHEN REQUIRED FOR MEDIAN BARRIER), STYROFOAM, GRATE AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN, WHEN REQUIRED, ARE TO BE INCLUDED IN PAVEMENT AT BRIDGE ENDS, S.Y. FOR BAR BENDING DIMENSIONS SEE THIS SHEET AND BILL OF STEEL FOR BRIDGE END DRAIN ON DRAWING NO. STD-1-66.
2. COST OF MINERAL AGGREGATE CLASS 'A' GRADING D BASE QUANTITY SHALL BE INCLUDED IN COST OF PAVEMENT AT BRIDGE ENDS. CLASS B GRADING C OR D MAY ALSO BE USED.
3. NOTE: TOP OF SLAB AND TOP OF END BEAM TO CONFORM TO ROADWAY SLOPE AND GRADE.

CONCRETE: TO BE CLASS 'A' ( $f'c = 3,000$  psi)  
REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED  
OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS  
SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE  
TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).  
NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT  
END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.  
NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED,  
(IF REQUIRED), TO MATCH THE IN PLACE DECK SLAB IN BOTH  
TRANSVERSE AND LONGITUDINAL DIRECTIONS.

(A) JOINT SEAL SYSTEM:  
THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED  
QUALIFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL  
BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED  
TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER, FOR EACH  
JOINT AT EACH BRIDGE AND FOR EACH BRIDGE LOCATION WITHIN THE  
PROJECT. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE  
GEOMETRY AND PREPARATION, INCLUDING GRINDING AND/OR GROOVING,  
PRIOR TO ANY JOINT MATERIAL INSTALLATION.

NOTE: THE JOINT SEAL SYSTEM IS NOT REQUIRED WHEN THE BRIDGE HAS AN EXPANSION JOINT AT THE ADJACENT ABUTMENT.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
REINFORCED CONCRETE  
PAVEMENT AT BRIDGE ENDS  
2021

CORRECT

CT Jed A Krniewyaz  
ENGINEER OF STRUCTURES

SHEET 5 OF 13  
STD-1-5